DESIGNS FOR BATTLESHIPS.

THE CONTROVERSY IN THE BOARD ON CONSTRUCTION.

Reports of Admirals Bradford and Melville in Opposition to the Plans for the 13.000-Ton Ships-Both Speed and Badius of Action Sacrificed They Say.

WASHINGTON, July 24 .- Secretary of the Navy Moody left Washington to-day for an absence of more than a month, without ndicating what action he intends to take in the controversy in the Board on Construction over the plans for the 13,000-ton battleships Idaho and Mississippi. It is supposed that he took with him the reports of Rear Admirals Melville and Bradford against the plans of Rear Admirals O'Neil and Bowles, the other members of the loard. These reports were handed to Mr Moody yesterday Admirals Melville and Bradford contend that the speed of 161 to 17 knots and the coal capacity of tons provided for in the plans of Admirals O'Neil and Bowles will be insuffijent, and that in order that the Idaho and the Mississippi may be effective units in fleet formations they should have a speed of 18 knots and coal capacity of 2,000 tons. Copies of the reports of Admirals Melville and Bradford were obtained for THE main argument, in which he holds in effect that the Idaho and the Mississippi have not been properly designed. He says:

not been properly designed. He says:

It is true that I have, in discussions before the Board on Construction, suggested a higher rate of speed for the Idaho class than that possessed by most battleships, for the following reason: With a displacement of 13,000 tons these ships must be inferior in fighting capacity to the latest type of battleship of 16,000 to 18,000 tons; therefore in order that a ship of this class might escape if attacked by a more nowerful ship, superior speed was urged. I found, however, after an examination of the sketch designs submitted to the Board by the Chief Constructor, that a speed of 20 knots required too great a sacrifice of the offensive and defensive qualities of these ships, and abandoned the idea. I then advocated that the ships should at least have a speed and coal endurance equal to that of our battleships now building, in order that they might be efficient units in less thoughts.

order that they might be efficient units in fleet formation.

The president of the Board on Construction quotes the act authorizing the Idaho class as a reason for the design submitted as follows: "Two first-class battleships, carrying the heaviest armor and most powerful ordnance or vessels of their class, upon a trial displacement of not more than 13,000 tons, and to have the highest practicable speed and great radius of action." The Italics are his. If this act is considered with the Italics differently placed, its meaning may be differently construed, viz.: "Two first-class battleships, carrying the heaviest armor and most powerful ordnance for ussels of their class upon a trial displacement of not more than 13,000 tons, and to have the highest practicable speed and great radius of action.

Has it not been clearly shown that the proposed Idaho class is too heavily armed "for vessels of their class"? Is not the act mandatory that the class shall have "the highest practicable speed and great radius of action," functions which the Board distinctly states have been sacrificed?

Admiral Melville indorsed Admiral Brad-Admiral Melville indorsed Admiral Brad-

ford's statement as follows:

I fully concur with Rear Admiral R. B. Bradford in the belief that both speed and radius of action have been sacrificed in the design of the 13,000-ton battleships in order to secure armor and armament of a character that is more appropriate for battleships of increased displacement.

I particularly call the attention of the Department to the fact that by reason of the progressive improvement in the character of the power an increased strain has been thrown upon the ship and that time and practical service conditions will show that too many and too large guns are being installed. The armament is so crowded that it will be found difficult in actual service to secure a rapid supply of ammunition. ord's statement as follows:

MOVEMENTS OF NAVAL VESSELS. The North Atlantic Battleship Squadron Arrives at Frenchman's Bay.

WASHINGTON, July 24 .- The North Atlantic battleship squadron arrived yesterday at Frenchman's Bay, Me., from the Azores, whence it sailed on July 15. The squadron consists of the battleships Illinois (flagship of Rear Admiral Barker), Alabama and Massachusetts. The yacht Mayflower, which left the Azores with the equadron, reached Tompkinsville yester-

The training ships Yankee, Essex, Panther and Hartford, the tug Iwana and the gun-boat Newport have arrived at Frenchman's Bay, the training ship Prairie and the tug Nina at Newport, the destroyer Wor-den at New London, the gunboat El Cano den at New London, the gunboat E Cano at Ching Kiang, the despatch boat Dolphin at New York, the monitor Wyoming at Long Beach, Cal., the gunboat Peoria at Portland, Me., and the collier Leonidas at Lamberts Point, Va. The cruiser Newark (flagship of Rear Admiral Sumner), and the cruiser Detroit have sailed from Rio de Janeiro for Bahia, and the cruisers Albany, Cincinnati and Raleigh from Colombo for

Capt. Lamberton to Command South Atlantic Station.

WASHINGTON, July 24.-Capt. Benjamin P. Lamberton has been selected as commander-in-chief of the South Atlantic station, to succeed Rear Admiral G. W. in that engagement.

Admiral Bradford to Command the Battleship Illinois.

Washington, July 24.-Rear Admiral Royal B. Bradford, chief of the Naval Bureau of Equipment, who applied some time ago for sea duty, is to be assigned to command the battleship Illinois. In taking this command Admiral Bradford will re-linquish his present rank, which he holds by virtue of his office as a bureau chief and will return to the rank of Captain, his regular grade on the naval list.

Slam Wants to Place a Loan of \$5,000. 000 in This Country.

Washington, July 24 .- In a letter to the State Department, Hamilton King, United States Minister at Bangkok, says that inquiry has been made of him as to the placing of a loan of one million pounds sterling for the Government of Siam in the United States. One offer of 94 per cent. is under consideration. The proposed loan is for 20 years at 5 per cent. with the gen-eral revenue of Siam as security

Assistant Paymaster Delano Sentenced to Dismissal.

WASHINGTON, July 24 .- Assistant Paymaster Philip W. Delano, U. S. N., who has been on trial by court-martial at the Washington Navy Yard on several charges, among others embezzlement and making statements in accounts, has been nvicted and sentenced to dismissal.
e papers in the case have been sent to

Army and Navy Orders.

VASHINGTON, July 24.-The following army orders were issued to-day: col. Samuel M. Mills, Artillery, to Fort Preble temporary command of the artillery district of to temporary command of the artillery district of fortland during army and navy manguvres. First Lieut. John J. Toffey, Jr., Fourth Infantry, to Governors Island, for physicalexamination. Leaves of absence granted: Capt. H. F. Jackson, Artillery, one month; Lieut. Col. L. S. Woodward, Seventh Cavalry, two months; Capt. Francis II. Schoeffel, Ninth Infantry, fitteen days; C.1. Jacob A. Augur, Tenth Cavalry, two and a half months; Second Lieut. Dess Archer, Twenty-sixth Infantry, two months; First Lieut. Edward S. Mitchell, Twenty-fourth Infantry, one month; Major Herbert S. Foster, Twelfth Infantry, one month; First Lieut. Charles C. Allen, Thirtieth Infantry, two months.

These naval orders were issued: Lieut, M. J. Johnson, from duty as Naval Attaché United States Legation, Venezuela, to Bureau of Navigation, Washington, Acting Assistant Surgeon P. I., Cocke, from the Chesapeake to Naval Hospital, New York, for Freatment

GOSSIP OF WALL STREET.

Expressions of market feeling in Wall Street last night, while betraying extreme nervousness, were noticeable for relief from the suspense that had prevailed for several days. It was a satisfaction, everybody said, to have the atmosphere cleared, ever though it required a storm to do it. Rumors of further trouble were, of course, inevitable. Brokers are reluctant to transact business for any but those whom they know to be absolutely responsible. That also is an inevitable consequence of failures. The heads of houses remained late last night and will be down early this morning. Among traders it is believed that the recovery in the last hour yesterday was too violent to

There will be fewer Saturday vacations this week than usual.

Mexican Central was heavily bought by brokers supposed to be acting for various banking interests identified with Mexican properties, especially the Mexican National

Although for prices to advance sharply on had news that has been anticipated is not unusual, the recovery that began yesterday afternoon immediately upon the an-nouncement of the Stow failure was something of a phenomenon. So far from checking it, the Taylor failure, announced twenty minutes later, or in the last half hour of the session, seemed only to impart a fresh impulse to the upward reaction. It was Sun to-day. Admiral Bradford makes the evident that the failures had been fully discounted in a speculative way, and the violence of the recovery probably was due largely to the fact that many traders who were short "missed their market" through having miscalculated either the extent of the short interest or the immediate effect of the news. Too many were waiting to cover short stocks on the public announcement of the failures.

When trouble is believed to be imminent, the approach of "delivery time," which is 2:15 o'clock, is awaited with a good deal of anxiety, for all differences arising from the preceding day's business must be settled by that hour or default acknowledged. Most failures are announced before 2:15 o'clock, and only a few minutes before in cases where those in trouble have any linger-ing hope of tiding themselves over. The Taylor failure, for some reason, was not announced yesterday until nearly twenty minutes past "delivery time." The Stow suspension was announced very shortly before 2:15 o'clock.

Both failures, more particularly that of W. L. Stow & Co., were expected in the board room. As early as noon a prominent Stock Exchange house attached its name to a bulletin announcing that one failure and possibly two would be announced before the close of business. The complications of W. L. Stow & Co. had been under discussion for several days. On Thursday it was reported that a block of 20,000 shares of Mexican Central stock was being offered in vain around the Street as collateral for a loan. The attempt on Friday night to make Mexican Central lend at a premium was not misunderstood. It was forced to a premium in the loan crowd yesterday forenoon, but as a means of scar-ing the short interest that artifice failed completely, and the labor of advancing the stock in the London market on orders cabled from this side was also wasted. Brokers who sold stock to W. L. Stow & Co., and tendered it for acceptance yesterday morning, were put off on one pretext or another. A man who tendered one lot of 300 shares at 10:30 o'clock was told that Mr. Stow had gone to the floor without leaving any signed checks in the office and to come back later. On returning he was told that Mr. Stow had not come back from the beard, but that acertifled check would be sen . as soon as he could be reached. The stock was never paid for. The news that the firm was virtually refusing to receive stock soon spread over the Street and Mexican Central broke on one trans-

Van Emburgh & Atterbury were heavy buyers around the room on the forenoon brenk, taking, among other things, about 10,000 shares of New York Central. Thompson & Mairs executed the largest single selling order in that stock. The buying yesterday, ome brokers asserted. Was the best that had been seen for many weeks, especially in the standard railroad stocks, which were taken in large amounts on scale orders. In some stocks, notably New York Central, the support seemed to be unlimited. Those who executed the principal buying orders did not bid for stocks, but took them as offered on the decline. This absorption was so heavy that when the shorts began to cover their contracts in the last hour the stocks were not there. Previously, or during the apparent demoralization that prevailed in the forenoon, it was said that traders seemed to be buying stocks only to hammer the market with whenever it attempted to rally. The later observation was that the bear crowd must have bought heavily on balance.

The market had an extraordinary volume in the first two hours, nearly 670,000 shares being traded in up to noon. Harris, Gates & Co. again figured as heavy sellers. It was estimated that they alone put out between 50,000 and 60,000 shares during the forencon. The New street clique also sold heavily in Station, to succeed their Admiral G. W.

Summer, who has asked to be relieved prior to his retirement from active service in December. Capt. Lamberton will be a Rear Admiral by the time he reaches his new station. He was Admiral Dewey's chief of staff in the battle of Manila Bay and was advanced in numbers for his part in that engagement. the open, its brokers offering prices down all bear party. It distributed large orders on both sides of Steel yesterday and was thought to be buying on balance. It also bought St. Paul, in which there has existed a large Western short interest.

> The impression that Pittsburg is bearish on the Steel shares is declared to be erro-neous Although certain large Pittsburg holders of the stock have no doubt been liquidating, certificates are constantly being shipped to that centre. One prominent wire house has been shipping from 500 to 1,000 shares daily to Pittsburg for five or six weeks. This has had the appearance of investment buying.

> Houses that sold Amalgamated Copper heavily before this latest break were the principal buyers yesterday. The buying all day was regarded as better than the selling. It is supposed that a large short interest had been covered at very handsome profit.

The singular liquidation of a large block of National City Bank stock, supposed to have been held by the Taylors, was recalled yesterday.

A coterie of St. Louis railroad operators is believed to have suffered very heavy

In the statement made on Oct. 1, 1902, the United States Realty and Construction Com-pany showed the following assets: "Cash, \$11,004,000; 09,080 shares of the common stock of the George A. Fuller Company: 46,080 shares of the preferred stock of the George A. Fuller Company: 27,742 shares of the stock of the New York Realty Corporation, real estate interests acquired and 200 shares of stock of the Plaza Realty Company on which \$54,000 has been

Eastman Gets Possession of Ruchester

Optical and Camera Company. ROCHESTER, July 24 .- The committee appointed by the stockholders of the \$3,000,-000 Rochester Optical and Camera Company has come to an agreement with the Eastman Kodak Company by which Mr. Eastman takes possession upon terms considerably more advantageous than the first siderably more advantageous than the first offer of \$400,000 formerly made by him. The Rochester Optical and Camera Company has been in the hands of a committee for some time, the business not having been profitably conducted before.

The holders of preferred stock will get a portion of their money back, but the holders of common stock will receive practically nothing.

PRESSED STEEL CAR CO. WINS. The Prints Which a Rival Concern Secured

Ordered Returned. PITTSBURG, July 24.—The Pressed Steel Car Company has won the suit it brought nearly a year ago against the Standard Steel Car Company, a corporation of which John M. Hansen, formerly the chief engineer of the Pressed Steel Car Company, is president. The decision was handed down by Judge James R. MacFarlane of the Court of Common Pleas in Allegheny

county.

Hansen and other defendants, the plaintiff charged, secured blue prints of designs and parts of steel cars from the employees of the plaintiff company and of railroad companies to whom the prints and designs had been sent. The Court decided that the prints are still the property of the plaintiff company.

the prints are still the properties of the court directed the return of the prints and of copies of bills of materials which an employee of the standard company took with him when he entered the service of the Standard Steel Car Company. Manufacturers here consider the case much importance, as the Court decides that the furnishing of prints, so that the pur-chaser of manufactured material may become thoroughly conversant with the operation and construction of machinery to enable them to operate, is a limited publication, and that when the Pressed Steel Car Company permitted its customers to have blue prints it did not give them the sight to a menual print of the content of the c give them the right to a use not contem-plated by both parties.

CHEERFUL ICEMAN.

Schoonmaker Tells the Trust Stockholders They've Got a Gold Mine.

The committee of stockholders of the American Ice Company of which John D. Sleicher is chairman is now examining the local plants of the company. President Schoonmaker made the following statement yesterday:

Statement yesterday:

Our company has no floating or current indebtedness that cannot be liquidated out of the current receipts from this year. The summer has sufficiently advanced to justify me in stating that our entire crop of ice carried over from 1902, and that harvested during the past winter will all be sold this year. Sales are ahead of last year, and prices very much better. On the whole I feel justified in saying that the American Ice Company will demonstrate to its stockholders that they own an industrial whose permanency is assured. The company's real estate alone is worth at auction prices \$10,000,000, and could not be duplicated for \$20,000,000, and could not be duplicated for \$20,000,000, leaving aside all questions of good will and business, the real estate alone would pay all the company's bonded and mortgaged debts of less than \$4,000,000, and pay more than twice the present selling price on the preferred stock.

Secretary Moody Starts for Oyster Bay. WASHINGTON, July 24 .- Secretary of the Navy Moody left Washington to-day for Oyster Bay. From there he will go to Boston and to his home in Haverhill. He is not expected back in Washington before September. He will go to Oyster Bay again next month to help President Roosevelt inspect and review the North Atlantic

W. K. Vanderbilt Expected in the Fall. President W. H. Newman of the New York Central is expected home from Europe on or about Sept. 15, at which time it is also thought Mr. W. K. Vanderbilt will return. No important meeting of the board of directors is looked for before that date.

FINANCIAL NOTES.

The local movements of money this week are described by the New York News Bureau as follows: "The individual reports of the local banks show for the week ending at the close of business on Thursday an aggregate net gain in cash of \$6,200,332. The banks gained \$4,800,382 from the interior and \$1,400,000 from the Sub-Treasury. The banks this week received by direct express \$5,329,382 from the interior and \$1,129,000. So far as may be learned, the loan accounts of the larger banks make a very mixed showing. There have been considerable increases in cash and decreases in loans, but, on the other hand, two or three banks have increased loans largely. The official Sub-Treasury statement shows, up to the close of business on Thursday, payments as follows: Pensions, \$2,677,000, against \$2,742,000 last week and \$543,000 the week before; for new gold on New York Assay Office checks, \$1,007,570; on Seattle and San Francisco gold, \$677,775, and on telegraphic transfers from San Francisco, \$533,950. There was transferred from New York \$80,000, and the customs collections of \$3,453 068 last week and \$3,003, 319 the week before. The total Sub-Treasury receipts for the time specified were \$19,839,000 and the payments \$2,1239,000. Last week the banks received direct by express from the interior \$5,624,737, or elightly less than this week, and shipped \$1,167,000, about the same as this week, leaving a net gain by the banks last week of \$4,457,737. That week, however, the banks lost to the Sub-Treasury \$1,112,000.

Business Troubles. The Ki Ki Remedy Company, manufacturer

The Ki Ki Remedy Company, manufacturer of a nerve tonic in Cincinnati, with an office at 261 Broadway, made an assignment yesterday to Bernard L. Finkelstein. The liabilities are less than \$10,000.

A creditors' petition in bankruptcy has been filed against the American Auction Company, at 148 West Fourteenth street.

Imports of Dry Goods.

imports of dry goods for the ending to-day were \$2,455,689, against \$2,732,-309 last week and \$2,303,997 for the corresponding week of last year. The amount marketed was \$2,224,565, against \$2,405,062 last week and \$2,239,576 for the corresponding week of last year.

MARINE INTELLIGENCE

MINIATURE ALMANAC -- THIS DAY. Sun rises. . . . 4.50 | Sun sets. . . 7:23 | Moon sets. . . 8:03 HIGH WATER-THIS DAY. Sandy Hook. 7.55 | Gov. I'd. . 8.27 | Hell Gate. . 10:20

Arrived-FRIDAY, July 24 Sa Citta di Milano, Genoa, July 6.
Sa Hekla, Copenhagen, July 7.
Sa Peninsular, Lisbon, July 7.
Sa Bordeaux, Havre, July 10.
Sa Athalie, Tilt Cove, July 17.
Sa Llandaff City, Swansea, July 8.
Sa York Castle, Cape Town, June 27.
Sa Livet a, Leava 2 une 29. Ss Liviet a. L.cara, orne 20. Ss El Dorado, Galveston, July 18.

SAILED FROM FOREIGN PORTS Sa Furnessia, from Queenstown for New York.

OUTGOING STEAMSHIPS. | Campania, Liverpool. | 7 30 \(\) \(\) M \\
| Vaderland, Antwerp. | 8 90 \(\) M \\
| Minnetonka, London | Toronto, Hull. | |
| Syracusa, Pernambuco | 3 3) \(\) A M \\
| Casida, Argentina | 5 30 \(\) A M \\
| Casida, Newfoundland | 6 30 \(\) A M \\
| Caracas, Curaçoa | 8 30 \(\) A M \\
| Caracas, Curaçoa | 10 00 \(\) A M \\
| O0 \(\) AM 10 00 A M 6 00 A M Silvia, Newfoundland, 6 30 A M
Caracas, Curacoa, 8 30 A M
Morro Castle, Havana, 10 06 A M
Athos, Haytl., 12 30 P M
Altai, Jamalea, 9 30 A M
Olinda, Havana, 12 30 A M
Algonquin, Charleston
El Rio, Galveston,
El Norte, New Orleans,
Monroe, Norfolk,
Sall, Manday, July 27 Sall Monday, July 27. Satt Tuesday, July 28 Sail Tuesday, July 28.
Yucatan, Central America. 9 30 A M
El Norte, New Orleans...
City of Birmingham,
Savannah...
Hamilton, Norfolk...

INCOMING STRAMSHIPS. Principessa Mafelda Gibraltar.
Colorado Huil
Riowa Jacksonville
Cymric Liverpoe Huil
Jacksonville
Liverpool
Liverpool
St. Thomas
San Juan
Jacksonville
Havana ...July 21 Due To-morrow. La Bretagne Havre Due Monday, July 27. Due Mone
Minneapolis...
Potsdam...
United States
Anchoria
Kwonland Rotterdam.... Christiansand... Glasgow... Antwerp... Liverpool...

Armenian .. Curaçoa..... New Orleans July 19 July 23 Due Tuesday, July 28. Bue Tuestay, July 20.

Kalser Wilhelm der Grosse Bremen.
Umbria. Naples
Menominee Southampton.
Picqua. Gibraitar
Allianca. Colon.

PROPOSALS.

AQUEDUCT COMMISSIONER'S OFFICE, Room 207, Stewart Building, No. 280 Broadway, New York City. New York, July 24.

TO CONTRACTORS.

Hids or proposals for doing the work and furnishing the materials called for in the approved forms of contract now on file in the office of the Aqueduct Commissioners for twenty-six three foot by six foot Suitee Gates, with the necessary lifting machinery, required at the New Gate House, at the Old Croton Dam, will be received at this office until twelve o'clock noon on Tuesday, August 11, 1903. They will be publicly opened by the Aqueduct Commissioners as soon thereafter as possible, and the award of the contract for doing said work and furnishing the materials required will be made by said Commissioners as soon thereafter as practicable.

Blank forms of said approved contract and the specifications thereof, and bids or proposals in proper envelopes for their enclosure, form of bonds, and all other information can be obtained at the above office of the Aqueduct Commissioners on application to the Secretary.

For further particulars see City Record, published at No. 2 City Hell.

By order of the Aqueduct Commissioners.

WILLIAM H. TEN EYCK, President.

PROPOSALS—New London, Conn., July 23, 100. TO CONTRACTORS.

PROPOSALS—New London, Conn., July 23, 1903—Scaled proposals, in triplicate, will be received at office of Constructing Quartermaster, New London, Conn., until 9 A. M., Aug. 22, 1903, for dock improvements at Fort H. G. Wright, N. Y. U. S. reserves right to reject or accept any or all proposals, or any part thereof, in ormation furalished on application. Envelopes containing proposals should be marked "Proposals for dock improvements at Fort H. G. Wright, N. Y., "and addressed to CONSTRUCTING QUARTERMASTER, 27 Granite Street, New London, Conn.

PROPOSALS FOR THE CONSTRUCTION OF SECTION B OF THE B STREET AND NEW JERSEY AVENUE TRUNK SEWER-Office of the Commissioners, D. C., Washington, D. C., July 18, 1903.—Sealed proposals will be received at this office until 12 o'clock M., August 29, 1903, for constructing Section B of the B street and New Jersey Avenue Trunk Sewer in the District of Columbia, viz.; 1,25 feet of 150° 3170° sewer and 1,425 feet of 140° 3170° sewer and 1,425 feet of 140° 3150° sewer. Forms, specifications and necessary information may be obtained at this office. HENRY B. F. MACFARLAND, HENRY L. WEST, JOHN BIDDLE. Commissioners D. C. FORT MOTT, N. J., July 10, 1903—Sealed proposals, in triplicate, for furnishing and installing two cisterns here will be received until 1 P. M., July 30, 1903. Information furnished on application. U. S. reserves right to reject any or all bids. Envelopes containing proposals should be indersed "Proposals for Cisterns," addressed QUARTER-MASTER, Fort Mott, N. J.

MX4 URSHONE

WEST POINT, NEWBURGH & POUGHKEEPSIE.

Saturday Afternoon Excursion TO WEST POINT.

STEAMER MARY POWELL.
Leaving Desbrosses St. 1:45, W. 22d St. 2, W. 129th St. 2:20 P. M. Arriving West Point, 4:40. Tickets good to return by any West Shore train, 3:1. N. Y. Central, 3:1.10, or Str. "Ramsdell," 3:1. Ample time to see Dress Parade, Public Buildings, &c. Orchestra on board.
This excursion made every Saturday.

\$1.00 EXCURSIONS EVERY SUNDAY, ERIE RAILROAD LACKAWAXEN At the Junction of the Delaware and Laskawarea Rivers, it Miles from New York. SHOHOLA

in the Blue Mountains, one hundred and seven miles from New York, on the beautiful Delaware River. Express trains leave W. 231 St. 8:55 and 9:25; Chambers St. 9:00 and 9:30; Jersey City 9:15 and 9:15 A. M. Returning leave Lackawaren 4:15 and 5:00 P. M., leave Shohola 4:30 and 5:15 P. M. GREENWOOD LAKE GLENS. \$1.00—or, with Dinner at Casino, \$1.50 Special express train leaves West 23d St. 9:40, Chambers St. 9:45, Jersey City 10:00 A. M. Return-ing leave Glens 5:00 and 6:58 P. M.

DATTEN I

50C.—LONG BRANCH AND BACK—50C. 50C.—ASBURY PARK AND BACK—80C.

Highland Beach - Pleasure Bay; AND ALL NORTH JERSEY COAST RESORTS LV. W. 13TH ST., 8.55, 11 A. M., 2.40 P. M. SATURDAYS, 8.55 A. M., 12.45, 2.40 P. M. LV. BATTERY, 9.20, 11.30 A. M., 3.10 P. M. SATURDAYS, 9.20 A. M., 1.15, 3.10 P. M. LV. LONG BRANCH, 7.10 A. M., 3.39, 4.45 P. M. Sunday Schedule.

LV. WEST 120TH ST., 8.15 A. M. LV. WEST 13TH ST., 8.35, 9.40, 10.40 A. M. LV. BATTERY, 9.20, 10.10, 11.10 A. M. LV. LONG BRANCY, 4.15, 4.30, 1.43 P. M. IRON STEAMBOAT CO. CONEY ISLAND

ave FOOT 22D ST., North River, 9.00, 10.00, a.m., 12.00 m, 12.40, 1.20, 2.00, 2.45, 3.30, 4.15, 5.45, 6.30, 7.15, 8.00, 9.00 p. m.
e Pier (New) No. 1, Half hour later.

Leave Pier (New) . Half hour later.

North River,
Leave NEW IRON FIER, CONEY ISLAND,
10.40, 11.40 a. m., 12.40, 1.40, 2.20, 3.00, 3.40, 4.25, 5.10,
5.55, 6.40, 7.25, 8.10, 8.55, 9.40, 10.40 p. m.

ROUND TRIP TICKETS, 25 CENTS.

ACKER, MERRALL AND CONDIT'S LIQUORS
and CIGARS served under company management. ROUND THE WORLD

OUE THIRTY-SECOND ANNUAL SERIES of Tours Around the World leave San Francisco September 29, October 15 and Vancouver October 5, for Grand Six Months' Tour, visiting HAWAII, JAPAN, CHINA (One Party MANILA), STRAITS SETTLEMENTS, CEYLON, INDIA, EGYPT, EUROPE, etc. Inclusive high class arrangements. Each clusive high class arrangements. Each party limited.

Write for Illustrated Programme THOS. COOK & SON

261 & 1185 Broadway, New York, LONG ISLAND RAILROAD. "THE WAY TO THE SEA."

Leave 34th st., E. R., N. Y., week days, 5:30, 6:40, 40, 9:20, 11:00 A. M.; 12:10 (12:40 Race Days, B. B., A.), 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:40, 5:10, 6:00, 40, 7:10, 7:40, 8:10, 8:40, 9:20, 10:50 P. M. 6:40, 7:10, 7:40, 8:10, 8:40, 9:30, 10:50 P. M.
Leave East N. Y. 2. minutes after 34th st. time.
RESURA WAY BELACES.
Leave 34th st., E. R., N. Y., week days, 5:40, 6:40, 8:30, 9:20, 10:30, 10:50 A. M. 12:50, 1:50, 2:50, 4:20, 8:20, 8:30, 7:20, 9:90, 9:20, 10:20 P. M. Additional trains Saturday, 1:20, 2:30, 3:20, 9:30 P. M.
Leave 34th st., E. R., N. Y., week days, 7:00, 7:50, 10:50 A. M.: (1:00 Saturdays), 1:50, 3:50, 4:50, 5:30, 5:50, 6:50, 8:90, 10:00 P. M.

OGKAYAY Ocean Golnz Steamers Gen'l Co

NEWPORT EXCURSION EVERY SUNDAY.

L. I. R. R. AND STEAMER "CITY OF WOR-CESTER." Special Express train will leave foot of E. 34th St., N. V., 820; Brooklyn, F. B. Ave, 8:15; Bedford, 8:20 A. M. Tickets on sale at L. I. R. R. ticket offices commencing on Friday. Bluth is reserved to postpone the excursion and redeem

Staterooms, music and refreshments on steamer.

EAST 134TH ST. ROUTE (Bronx). EAST 99TH ST. ROUTE. SUNDAYS.—Hourly to 1 1. M., then half-hourly. WEEK DAYS.—Hourly 9 A. M. to 10 P. M.

SATURDAY AFTERNOON to Great Neck, Sea Cliff. Glen Cove an | Gl n voo l. Steamer le ves Pier 13 E. R., nea Wall St. 1:30; fo t31st St. E. R. 1:5 WATER Wall St. 1:30: fo t3tst St. E. R. t:30 p. m. Returning due in New York at 9:35 P. M. Exc. ration 56.

"The New York World's Fair." the world. Interesting

Attractions from all parts of the world. Interesting noverlies. Exhibition extraordinary: a Band of Genuine Hindoo Juggiers. Grand concerts, magnificent foliage, rare plants, horticultural wonders, un eq u all led menagerie, museum and aquarium; ALL FREE, Delightful sall on swift steam er s. Glen Island clam bake. Dinners a la carte, 'Kieln Deutschland.' The Dairy. Time TABLE—SUBJECT TO CHANGE—LEAVE: Cortlandt Street pler, 9:00, 10:00, 11:00 A. M., 12:00 M., 13:0, 2:30, 3:45, 5:15 P. M.

Bridge Dock, Fulton Fetry, Brocktyn, 9:30, 10:20, 11:20 A. M., 12:20, 2:00, 2:30, 4:50, 6:10 P. M.

East 32d Street, 9:30, 10:00, 10:45, 11:45 A. M., 12:205, 15:5, 2:45, 3:15, 4:30, 5:45 P. M.

Leave Glen Island, 11:00 A. M. for Cortlandt Street only: 11:15 A. M. for 32d Street and Brooklyn: 12:00 M. and 1:00 P. M. for Cortlandt Street only: 1:00, 5:00, 0:00, 7:00 and 8:00 P. M. for all landings. Extra boats on Sundays and holidays.

EXCURSION, 40 CENTS.

Including admission to all attractions.

THE GREAT PLYMOUTH SATE STEEL STEAMER AND OF the FALL RIVER and PROVIDENCE LINES. Will leave Plet 18, N. R., foot of Warren St., and

will leave Pier 18, N. R., foot of Warren St., and
The Steel Twin R CHARD PECK \$4.00
of the NEW HAVEN LINE,
from Pier 19, N. R., foot of Murray St., for the Yacht
Rames, commencing August 20th.
Tickets and Staterooms now ready, either Steamer,
at Fall River Line office, Pier 19, North River. MUSIC on each Steamer. Catering 1 y the Company.

DEALOUTING TRIP SUMDEALOUTING TRIP BUMARD PECK leaves Pier 40, N. R., foot of Clarkson
St., at 9:30; East 31st St., 10:15 A. M. Returning, "ue
New York 8:00 P. M. Nearly all day on Beautiful
Long Island Sound. An hour in New Haven. Fine
Restaurant and Café service. Music. Tickets, \$1.00.

EVERY SUNDAY TO SEA CLIFF AND LENWOOD THE 5,000 TON TWIN SCREW STEAMER "City of Savannah" will go to the yacht races.

OCEAN STEAMERS.

DOMINION LINE FAST TWIN-Commonwealth Aug. 27
New England Aug. 6 New England Sept. 10
Mayflower (new) Aug. 18 Mayflower (new) Sept. 10
Montreal—Liverpool—Short sea passage.
Kensington July 25 Southwark Aug. 22
BOSTON Mediterranean SERVICE.

Azores, Gibraltar, Naples, Genoa.

CAMBROMAN. Sat., Aug. 8, Sept. 19, Oct. 31

VANCOUVER. Sat., Aug. 29, Oct. 10, Nov. 21

ist class, \$70 upward: 2d class, \$50.

For plans, rates, &c., address DOMINION LINE,
BOSTON, or E. at. Low, 1123 Broadway, N. Y.

JAPAN-CHINA Hawaii and Philippine Islands.

Hamburg-American. For PLYMOUTH-CHERBOURG-HAMBURG. For PLYMOUTH—CHERBOURG-HAMBURG.
Twin-Screw Express and Passenger Service.
Pretoria..., Aug. 1, noon | Bluecher, Aug. 20, 10 A.M.
Moltke...Aug. 6, 10 A.M. | Pennsylv'a, Aug. 22,4P.M.
Waldersee, Aug. 8, 5 A.M. | A.Victoria, Aug. 29,10:30 AM
HAMBURG-AMERICAN LINE.
Offices, 35 & 37 Broadway. | Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.

PLYMOUTH—CHERBOURG—BREMEN.

Raiser. Aug. 4, 10 A.M. | Raiser. ..Sept. 1, 10 A.M. |

Kronprinz, Aug. 11,7A.M. | Kronprinz, Sept. 30 AM |

K.Wm.II.Aug. 25,730A.M. | E.Wm.II.Sept.22,6:30 AM |

OELRICHS & CO., 5 BROADWAY. N. Y.

AMERICAN LINE. NEW YORK—SOUTHAMPTON—LONDON. New York, Aug. 5, 10A.M. St. Louis, Aug. 19, 10 A.M. Phila . Aug. 12, 10 A.M. New York, Aug. 26, 10A.M.

RED STAR LINE. Vaderland, July25, 10 A.M. Zeeland, Aug. 8, 10 A.M. Kroonland, Aug. 10 A.M. Finland, Aug. 15, 10 A.M. Piers 14 and 15, N. R. Office, 73 Broadway, N. Y.

CUNARD LINE TO LIVERPOOL VIA Queenstown.

From Piers of and 52, North River.
Campania, July 25, 4P.M. | Lucania... Aug. 8, 3 P.M. |
Umbria... Aug. 1, 11 A.M. | Etruria.. Aug. 8, 3 P.M. |
EATRA TUES DAY SERVICE.
Carpathia... Aug. 4, 2 P.M. | Aurania... Aug. 18, 1 P.M. |
Carrying second and third class only.
VERNON H. EKOWN & CO., Gen. Agts., 29 B'way. WHITE STAR LINE.

Oceanic, July 29,9:30 A.M. Armenian, Aug. 4, 6 A.M. Cymric July 31, 11 A.M. Teut. nic.... Aug. 5, noon Pier 48, North River, Office, 9 Broadway, New York. ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. Min'polis, Aug. 1,11:30A.M. | Mesaba... Aug. 15, 8 A.M. Menominee, Aug. 8, 8 A.M. | Minnetonka, Aug. 22,6 AM TOR RATES, ETC., APPLY TO 1 BROADWAY.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND.
FALL MAY DE LINE for Newport, Fall Kiver, Boston and all Eastern and Northern Foints. Steamers PRISCILLA and PURITAN, Orchestration usen. Leave Pier 19, N. R., foot of Warren St. week days and Sundays at 5:30 P. M.
PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 18, N. R. foot Murray St., week days only at 6 P. M.
STONING'FON LINE for Stonington, Watch Hill, Narragansett Pier, Boston and East. Steamers MAINE and NEW HAMPSHIRE. Leave Pier 40, N. R. toot Clarkson St., week days only at 6 P. M.
NORWICH LINE for New London, Fisher's Island Block Island, Norwich, Worcester, Boston, North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pier 40, N. R., foot Clarkson St., week days only, 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford, Springheid and North. Week days Steamer RICH-ARD PECK leaves Pier 40, N. R., 2:00 P. M.; foot Sist St. E. R., 3:00 P. M. Steamer CHESTER W. CHAPIN leaves Pier 40, N. R., 2:00 P. M.; foot Sist St. E. R., 3:00 P. M. Steamer CHESTER W. CHAPIN leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 2:00 P. M.; foot Sist St. E. R., 10:15 A. M.; return grade of the New York S:00 P. M.
THEKETS AND STATEROOMS all Lines at 167 261, 6:3, 1:35, 1:354 Broalway, 3 Park place, 25 Unton Square, 245 Columbus Avenue, 273 W. 125th Street.

PEOPLES' LINE FOR ALBANY.
ADIRONDACK OR DEAN RICHMOND leaves Pler 32, N. R., foot Carsi St., at 6 P. M. week days, connecting with express trains for SUM-MER RESORTS North, East and West. Saturday night steamer connects with Sunday morning train for SHARON SPRINGS, SARATOGA, NORTH CREEK and steamer on LARE GEORGE. Summer Excursion book free. Orchestra on steamers.

TROY LINE Steamers "Saratoga" or "City of Troy" leave W. 10th Street pier daily 6 P. M., except Saturday. SUNDAY STEAMERS TOUCH AT ALBANY, Direct railroad connection at Troy for all resorts North and East.

Excursion: Troy, \$2.50; Saratoga, \$4.50. Dining room on Main Deck. Searchlight Display send for Booklet Excursion Fours.

THE HUDSON SUNDAYS, 50°. JOY ONLY \$2.00
New York to Providence. On Sundays, the splendid Norwich Line Steamer CITY OF LOWELL leaves Pier 40, N. R., foot Clarkson St., at 10:00, W. 129th St., 10:30 A. M., for a Hudson River trip as far as Poughkeepsle. No landing made. Return, due N. Y. & P. M. Music. Fine Restaurant, Lunch Counter and Cafe Service.

Popular prices.

New York to Providence.

First Class Service.

Fiast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M. from Pier 35, East River, foot of Catharine St. 'Phone; Popular prices.'

West 129th St. 9:20 A.M.
Landing at Yonkers, West Point, Newburgn,
Poughkeepsle, Kingston Point, Catskill, Hudson
and Albany, Dally, except Sunday, Special
trains to Catskill Mtn. resorts and Saratoga, and
easy connections to all points East, North and West.
Through tickets and baggage checked at offices
of N. Y. Transfer Co. Most delightful one-day
outings to West Point, Newburgh or Poughkeepsie,
returning on down boat. Restaurant open at 7 A. M.
MUSIC.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:16 P. M. (Sats. 1:46 P.M.), W. 22d St., 3:30 P. M. (Sats., 2 P. M.), 129th St. (on Saturdays and Holidays only), 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburgh, New Hamburgh, Milton, Pokeepste, Esopus, Ron-dout and Kingston. Orchestra on board

BY SEA TO MAINE MAINE STEAMSHIP CO.

IN THE MOST DELIGHTFUL SEA TRIP OUT OF NEW YORK.

Fast modern Steamships NORTH STAR and HORATIO HALL sail Mondays, Tuesdays, Thursdays and Saturdays. Direct route to the White Mountains, Bar Harbor, Rangeley Lakes, and all the famous Eastern Coast and Island Summer Resorts.

An unsurpassed sea voyage of nearly eight hundred miles.

Send for Illustrated descriptive booklet, mailed free. Offices, 290 Broadway and Pier (New) 32 East River, New York.

CATSKILL EVENING LINE For Catskill and Catskill Mountain Points, Hudson and the Berkshires, Coxsackie and way landings. Steamer KAATERSKILL or ONTEORA, every week day from Pier 43 N. R. at 6 P. M., and from West 129th st. at 7 P. M.
Extra boat (ONTEORA) Saturdays, 1:30 P. M., from Pier 48: 1:30 from W. 129th St., for Catskill, Hudson by annex, and Mairien.
Connections—Catskill Mountain, Boston & Albany and Albany & Hudson Railroads, Special trains for Calto, Palenville, Otls Summit, Haines Corners and Tannersville,
Dining Rooms on Main Deck.
Descriptive Folder Mailed Free.

HARTFORD LINE

from Pier 33 (New), East River, daily, except Sunday, at 5 P. M., for Connecticut River Landings, connecting for Springeled, Holyoke, Northfield and all New England neints. Send for illustrated folder. BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND AND SAG HARBOR HOATS leave Pier 13, E. R., N. Y., near Wall st., week days, e pt Sturdays, 5:30 P. M., Saturdays, 1 P. M. MONDAYS, EXTRA TRIP, 8 A. M., FOR GREEN-DRT AVD SAG 1AGB)R, \$2.00 E (CURSIO ...

SOUTH NORWALK -- ROTON POINT --BELLE ISLAND. Steamer "Hampton," 31st St., East River, 2:45; Saturdays, 1:45 P. M.

RAILROADS.

RAILROAD

STREET and DESBROSSES and CORTLANDT
STREETS.

The leaving time from Desbrosses and
Cortlandt Streets is five minutes later than
that given below for Twenty-third Street
Station except where otherwise noted.
7355 A. M. FAST MAIL—Parlor, Sleeping and
Dining Cars. For Chicago, Indianapolis and
Louisville.
9:55 A. M. FENT MAIL—Pullman Sleeping, Smoking and Observation Cars. Cincinnati,
Indianapolis, St. Louis, Dining Car.
10:25 A. M. FENSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compartment Cars. For Chicago, Cleveland,
Toledo and Detroit.
1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.
—For Toledo, Nasiville (via Cincinnatiand Louis--For Toledo, Nashville (Via Cincinnati and Louis-ville), Indianapolis, Chicago, St. Louis. Dining

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
5:55 P. M. ST. LOUIS EXPRESS.—For Pitteburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Gary. W. Va. via Shenandoah Valley Route.
5:55 P. M. WESTANN EXPRESS.—For Obloago. For Toledo, except Saturday. Dining Car.
7:55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Snenandoah Valley Route. Connects for Cleveland, except Saturday.

except Saturday.

9.25 P. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis and St. Louis. S.25 F. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittsburg. Cleveland, Cincinnati, Indianapolis and St. Louis.

WASHING FON AND THE SOUTH.

7:35, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt Streets, 10:20). (Dining Car), 10:35 (Din-ing Car) a. m., 12:35 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20) (3:25 "Congressional Limited," all Parlor and Dining Car), 3:25 (Dining Car), 4:25 (Dining Car), 4:35 (Dining Car), 9:25 pm., 12:10 uight. Sunday, 8:25, 8:25 (Dining Car), 10:35 (Dining Car) a. m., 12:35 (Dining Car), 4:25 (Congressional Limited," all Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining Car), 4:55 (Desbrosses and Cortlandt streets, 5:15) (Dining Car), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily.

HOLLAND-AMERICA LIKE

New Twin Screw Steamers of 12,000 Tons.
NEW YORK—ROTTERDAM via BOULOGNE.
Sailing Wednesday at 10 A. M.
Rotterdam. July 29 Hyndam. Aug. 19
Potsdam. Aug. 5 Noordam... Aug. 20
Statendam. Aug. 12 Rotterdam. Sept. 2
Holland-America L'n., 39 Broadway, N.Y.

OLD DOMINION LINE.
For One Point Combort, Notiolik, Potsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Fright and passenger steamers sall from Pier 26, N. R., foot Beach st., every week day at 3 P. M.
H. B. WALLE R., Vice-Predent & Traffic Manager.

ANCHOR LINE Glasgow and Anchoria. Aug. 1, noon Asteria. Aug. 8, noon Anchoria. Aug. 1, noon Asteria. Aug. 1, noon Second cabin, 335 and up: third class, 326 and up. For new illustrated book of Tours apply to HENDERSON BROTHERS, IT and 19 Eway, N.Y.

HENDERSON BROTHERS, IT and 19 Eway, N.Y.

(Dinting Car), 9:25 p. m., 12:10 night.
SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m.
MRP LINE RAILWAY.—Express, 12:35 p. m. and 12:35 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—Express, 12:35 p. m. and 12:35 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—Express, 12:35 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—Express, 12:35 p. m. and 12:35 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—Express, 12:35 p. m. and 12:35 p. m. daily.

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NORFOLK AND WESTERN RAILWAY.—Express, 12:35 p. m. and 12:35 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—Express, 12:3

p. m. week-days. Sundays, 8:15, 9:45 a. m., 5:00 p. m. From Desbrosses Street only, 3:30 a. m., Cortlandt Street only 3:15 a. m. week-days. FOR PHILADELPHIA.

8:05, 7:25, 7:56, 7:56 (Dining Car), 8:25, 8:55, 9:25 (Dining Car), 8:25, 8:55, 9:25 (Dining Car), 10:25 (Penna. Limited), 10:56 (Dining Car), 11:35 a. m., 12:55 (Dining Car), 13:55 (Dining Car), 13:56 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), 2:55, 3:26 (Dining Car), 3:55, 4:25 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 8:55, 7:55, 8:25, 8:25, 8:25, 9:25 p. m., 12:10 night, week-days. Sundays, 6:05, 7:55 (Dining Car), 8:25, 9:25 (Dining Car), 8:25 (Dining

Germantown Jct. only), 4:55 (Dining Car), (Dining Car), 7:55, 8:25, 8:55, 9:25 p. m., 12:10 night.
Ticket offices, Nos. 461, 1834, 113 and 261 Broadway;
182 Fifth avenue (below 23d St.); 263 Fifth avenue
(corner 29th St.); 1 Astor House; West Twentythird Street Station, and stations foot of Desbrosses and Cortlandt streets; 4 Court Street,
360 Fulton Street, 390 Broadway, and Pennsylvanja Aunex Station, Brooklyn; Station, Jersey
City. The New York Transfer Company will
call for and cheek baggage from hotel and residences through to destination.
Telephone "914 Eighteenth Street" for Pennsylvania
Railroad Cab Service.
W. W. ATTERBURY,
General Manager.

J. R. WOOD,
General Manager. General Manager.

GEO. W. BOYD,

General Passenger Agent.

8-27-1903.

New York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.
From Grand Central Station.
Leave By way of Due 8800 A.M., Hartford and Will'mantic, 200 P.M. 9:04 A.M., Springfield and Worcester, 8:30 P.M. 10:90 A.M., threw London and Providence, 3:90 P.M. 10:90 A.M., threw London and Providence, 3:90 P.M. 12:06 M. Springfield and Worcester, 5:40 P.M. 12:06 M. Springfield and Worcester, 5:40 P.M. 10:0 P.M., threw London and Providence, 6:90 P.M. 10:0 P.M., threw London and Providence, 6:90 P.M. 10:0 P.M., New London and Providence, 6:90 P.M. 8:00 P.M., Springfield and Worcester, 10:00 P.M. 4:00 P.M., "Springfield and Worcester, 10:00 P.M. 11:00 P.M., "Springfield and Worcester, 10:00 P.M. 11:00 P.M., "Springfield and Worcester, 10:00 P.M. 12:00 P.M., "Springfield and Providence, 6:27 A.M. 12:00 P.M., "Springfield and Worcester, 10:00 P.M. 12:00 P.M., "Springfield and Worcester, 10:00 P.M. 12:00 P.M., "Springfield and Providence, 6:27 A.M. 12:00 P.M., "Springfield and Worcester, 10:00 P.M. 12:00 P.M. 12:00 P.M., "Springfield and Worcester, 10:00 P.M. 12:00 P.M. 12:00 P.M. 12:00 P.M., "Springfield and Worcester, 10:00 P.M. 12:00 P.M

LEHICH VALLEY.

NEWYORK, ONTARIO & WESTERN RY.

Lvs. Franchia S. Lvs. W. 421 S. 13:15 A. M. Way Train 23:20 A. M. 13:15 A. M. Day Express to Oswego. 8:00 A. M. 9:05 A. M. Liberty Express 9:15 A. M. 13:140 A. M. Liberty Special 12:00 Noon 12:00 Noon Express to Norwich 12:15 P. M. 12:15 P. M. Saturdays to Rockland 1:00 P. M. 3:05 P. M. Express to Rockland 3:15 P. M. 3:25 P. M. Express to Rockland 3:15 P. M. 3:25 P. M. Express to Rockland 8:15 P. M. 3:25 P. M. Express to Rockland 8:15 P. M. 3:25 P. M. Express to Rockland 8:15 P. M. 3:25 P. M. Express to Rockland 8:15 P. M. 3:25 P. M. Express to Rockland 9:15 P. M. 3:25 P. M. 25:40 P. M. Western Express 6:00 P. M. Saturdays only 1. Daily. Parior Car seats at 425 Broadway aly.

RATEROADS.

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Graal Central Station, 42d Sirect, New York, as below:

North and westbound trains, except those leaving Grand Central Station at 8:30, 11:30 A. M., 245, 3:30, 9:15, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Graal Central Station.

All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 38 and 66 will stop at 125th st, ten minutes before their arriving time at Grand Central Station.

12.10 A. M.—4MIDNIGHT EXPRESS.—Das Albany 5:55 A. M. Troy 6:40 A. M.

7.50 A. M.—4DIRONDACK. THOUSAND ISLANDS AND MONTREAL SPECIAL.

7.51 A. M.—SYRACUSE LOCAL.—Stops at all important stations.

3. A. M.—1EMPIRE STATE EXPRESS.— 1.50

ISLANDS AND MONTREAL SPECIAL.

7.51

A. M.—*SYRACUSE LOCAL.—Stops at all important stations.

8.31

A. M.—*SYRACUSE LOCAL.—Stops at all important stations.

A. M.—*STAT MAIL.—24,bours to Chicago.

Buffalo 4:45, Niagara Falis 3:31 P. M.

8.45

A. M.—*FAST MAIL.—24,bours to Chicago.

Due Buffalo 7:10, Niagara Falif*8:77

9.40

A. M.—*TOAY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

11.30

A. M.—*TOAY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

A. M.—*BUFFALO LIMITED.—Due Buffalo 1:150 P. M.

12.50

P. M.—*SOUTHWES FERN LIMITED.—

Due Cincin nati 10:30, Indtanapolis 11:30

P. M.—*SUTHWES FERN LIMITED.—

Due Cincin nati 10:30, Indtanapolis 11:30

P. M.—*CHICAGO LIMITED.—Saturday only. Due Saratoga 5:40 P. M.

1.51

Only. Due Saratoga 5:40 P. M.

2.45

P. M.—*The 20in Century Limited.—20-our train to Caloago via Lake Shore.

Electric lights an 1 fans:

3.20

P. M.—SARATOGA LIMITED.—Except Saturday and Sunday; due Saratoga 7:10

P. M.—

3.30

P. M.—TALBANY AND TROY FLYER.— P. M.—ALBANY AND TROY FLYER.— Due Albany 6:40, Troy 7:05 P. M.—P. M.—ALBANY AND TROY EXPRESS P. M.—*ALBANY AND TROY EXPRESS
 Local Stoys.
 P. M.—*DETROLT, GRAND RAPIDS and CHICAGO SPECIAL.
 P. M.—*LAKE SHORE LIMITED.—234 hour train to Chicago. All Pullman cars Due Cleveland 7:05 A. M. Cincinnati 1:30. Indianapolis 3:10, Chicago. 4:00, St. Louis 9:45 P. M. next day.
 P. M.—*WESTERN EXPRESS.—26 hours to Chicago via both L. S. and M. C.
 P. M.—*MONTREAL EXPRESS.—VIA D. & H. or Rutlan 1.
 P.M.—*ADIRONDACK AND MONTREAL EXPRESS. 3.4) 7.30 & H. or Rutani.
7.31 P.M.—ADIRONDACK AND MONTREAL EXPRESS.
8.01 P. M.—BUFFALO. THOUSAND ISL-ANDS AND TORONTO SPECIAL.
9.15 Steeping oar only for Rochester.
9.20 P. M.—SPECIAL MAIL LIMITED.—Steeping oar only for Rochester.
9.21 P. M.—SOUTH WESTERN SPS.—Chicago Steeping oar only for Rochester.
9.32 P. M.—PACIFIC EXPRESS.—Chicago Steeping of Michigan Central, 33 hours by Michigan Central, 33 hours by Lake Shore.

11.30 Lake Snore.

Cape Vincent, Ogiensburg, Buffalo, Detroit, Chicago and St. Louis.

Pally. †Except Sunday. †Sweet Monday. HARLEM DIVISION.

9.05 A. M. and 3:35 P. M. Jaily, except Sunday, to Pittsfield and North Adams, Saturdays only 2:45 P. M.; Sunday at 9:30 A. M. Pullman cars on all through stains, Trains Illuminated with Pintsch light. Ticket offices at 167, 261, 415, and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 133 West 123ts t. Grand Central Station, 125th st. station and 138th st. station, New York; 38s and 726 Fulton st. and 106 Broadway, E. D., Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service, Baggage checked from hotel or residence by Westcott Express Company. HARLEM DIVISION.

NEW YORK CENTRAL ROUTS NEW YORK BOSTON AND

NEW EN. LAND.

BOSTON AND ALBANY RAILROAD.

(New York Central and Hudson River R. R. Lessee,
Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:
19:04 A. M., 112:00 noon, *4:00 P. M., *11:00 P. M.,
arrive Boston 3:30 P. M., 5:40 P. M., 10:00 P. M.
6:15 A. M.

Leave Boston 19:00 A. M., 112:00 noon, *4:00 P. M.
11:00 P. M., arrive New York 3:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 167, 113
and 12:18 Broadway and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE RAILROAD

(New York Central and Hudson River it. R., Losses, Trains leave Franklin St. Statill, New York, at follows, and its min. later foot West 421 st., N. R. *7:10 A. M.—For inter n. points to Albany. *9:40 A. M.—(1) Catskill M'vn Express. *11:20 A. M.—(2) Saratoga and Malley Express. *11:245 P. M.—(3) Rip Van Winkle Flyer. *1:00 P. M.—Cont. Lim. for Dec., Cal. & St. Losis. 13:25 P. M.—(4) Ulster Express to Catskill M'vn. *8:45 P. M.—(4) Ulster Express to Catskill M'vn. *8:46 P. M.—(4) For Hudson River points & Albany. *8:50 P. M.—(4) For Roch., Buffalo, Develt & St. Losis. *9:15 P. M.—For Roch., Buffalo, Develt & St. Losis. *9:15 P. M.—For Syra, Roch., Niag, Fals, Dot, & Ca. *Dally, TDally, Caxent Studays. L. ve. Brosk-*015 P. M.—For Syra, Roca., Niaz, fal.a, Dot.& Ca.
*Dally, *Dally, except Sunday, L. ve Brooklyn Annex: (1) at 19:15 A. M., (2) at 40:45 A. M.,
(3) at 112:10 P. M., (4) at 72:45 P. M. Loeve Jorsey,
City, Penn. R. R. Star. (1) at 79:47 A. M., (2) at 11:20
A. M., (3) at 112:30 P. M., (4) at 12:35 P. M. The
tables at principal hotels and offices. Baggage
checked from hotel or residence by Westcott Express.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry ave minutes earlier than shown

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00, (7:15 Easton only) 9:10 A. M., 1:20, 4:40, 5:00, (6:45 Easton only) P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M. WILKESHARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 1:30, (8:40 Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:15 A. M. days, 9:15 A. M. ATLANTIC CITY-19:40 A. M., 18:40 P. M. (1:00 VINELAND AND BRIDGETON-124:00 A. M., VINELAND AND BRIDGETON—723.00 A. M., 1130 P. M.
LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24.00, 8:30, 11:30 A. M., (1:10 Saturdays only, 2:45, 3:30, 3:53, 4:45, 6:30, 6:30 (11:50 Wednesdays to Asbury Park and Saturdays to Point Pleasant F. M., Sundays, except Ocean Grove, 9:15 A. M., 1:30, 4:00 P. M.
PHILA DELPHIA. (READING TERMINAL) 2*425, 7:700, 78:00, 0:00, 71:000, 71:00 A. M., 71:2:00 1:00, 71:30, 7:30,

ROYAL BLUE LINE ROYAL BLUE LINE

NEW JERSEY CENTRAL R. R., PHILADELPHIA AND READING RY, and BAUTLMORE AND GHIO R. R.
Leave South Ferry. Liberty St. Ferry.
Balto.-Washington. 1925 AM 1930 AM Buffet
Balto.-Washington. 1925 AM 1930 AM Direr
Balto.-Washington. 1925 AM 1930 AM Direr
Balto.-Washington. 1955 PM 190 PM Direr
Reval Limited". 1935 PM 1940 PM Direr
Balto.-Washington. 1955 PM 190 PM Buffet
Balto.-Washington. 1955 PM 190 PM Buffet
Balto.-Washington. 19210 nt. 19215 nt. Sleepers
Dally. 1941y, except Sunday. 19215 AM 600 PM Buffet
Balto.-Washington. 19210 nt. 19215 nt. Sleepers
Dally. 1941y, except Sunday. 1925 Sunday only.
Offices: Liberty St. Ferry, South Ferry, 6. Astor
House. 167, 261, 434, 1300. 1534 Broadway. 1925 Ave. 25 Union Square West, 132 East 195th, St.
273 West 125th St. 245 Columbus Ave. New York. 4 Court St. 344, 860 Fulton St., Broway, Williamsburg. New York T for and checks baygaze to destin

BALTIMORE & OHIO RAILROAD.

Lackawanna Railroad.

Leave New York, toot Barciay and Chicago, Sts.

78.00 A. M.—For Binghamton and Syracuse.

*19.00 A. M.—For Buffalo, Chicago and St. Louis.

*130 P. M.—For Buffalo and Chicago.

X130 P. M.—For Seranton and Plymouth.

*81.0 P. M.—For Seranton and Plymouth.

*81.0 P. M.—For Buffalo and Chicago.

*81.6 P. M.—Utca, Oswego, Ithaca, Buffalo.

*200 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets at 167, 429, 1133 Broadway, N. Y.; 339

Fulton st., Brooklyn. *Daily, IExcept Sunday.

xThursdaya—Fridays and Saturdays.